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FORCE NOT THE REMEDY

Conciliation and Investigation As Expressed
By Hon. W. L. Mackenzie King, The Real
Solution Of To-day's Problems.

In addressing the members of the Fifth Sunday Meeting Association of Canada, the Hon. W. L. Mackenzie King repeatedly urged his hearers against the use of force. Truth and honesty and not the sword were the weapons with which he proposed to fight the forces of brute power, avarice and greed.

Milton has said that he who overcomes by force hath overcome but half his foe, to all of which we agree with heart and soul. The use of force means, war, international war or civil war. War means an army of cripples, an army of mourners. Napoleon said that war is the business of barbarians. Wellington declared that men who have nice notions of religion have no business to be soldiers. Sydney Smith asserts that war is the greatest curse that can be entailed on mankind. All the atrocious crimes committed in years of peace, all that is spent in peace by the secret corruptions or by the thoughtless extravagance stalk over this world in a state of war.



Hon. W. L. MACKENZIE KING

who advocated reason and cooperation rather than force in bringing about the new social era.

"Take my word for it", says Wellington "if you had but seen one day of war you would pray to Almighty God that you might never see such a thing again". The next dreadful thing to a battle lost is a battle won. U. S. Grant declar-

ed that although he was a soldier by profession he never had any sort of fondness for war and he never advocated it except as a means to peace. Larmartine said that civil war leaves nothing but tombs. Many years ago Montesquieu said: "If Europe shall ever be ruined it shall be by its warriors".

will never cease to oppose the use of force by any group of society. We will condemn it severely if used by the capitalist or bourgeois class, and we will oppose it just as vehemently if the proletariat resorts to it. It shall be our aim continuously to work in the interest of a higher and a better social order. We want peace, international peace and civil peace. We don't believe in interventions, a polite term for war, nor do we believe in that strangely unfamiliar word, mandatory.

We are hopeful that a great measure of happiness will come to the people and in the pursuit of that ideal we shall oppose violence wherever it shows its head. No one can draw a true picture of the tempestuous delirium called war. We do not want to see our people by the thousands blown to atoms, pierced by machine gun fire, crucified by bayonets, crushed under cannons, trampled under the hoofs of horses. We do not want to hear the groans, the prayers, the curses and the execrations. There must be peace, this shall be an age of reason. He who advocates the use of force, be he rich or poor, capitalist or worker, bourgeois or proletariat, that man is an enemy to the one priceless wealth of existence which is life. The real wealth of the world is life. Defend it with your reason. If it will encourage him we are glad to give our approval to the work of conference and conciliation to which the Hon. W. L. McKenzie King is devoting himself.

The Canadian Railroader

Our OTTAWA LETTER

On April 14, Mr. W. F. Nickle, having carried the first two lines of trenches on the title question last year and having been foiled in his assault upon the last line of defence by the personal and very pettish intervention of Sir Robert Borden, returned to the attack once more. A year ago, the House would have swept away every vestige of titles in Canada, if Sir Robert had for some strange reason not made the matter one of confidence in himself and his government and threatened resignation, if the radical amendment was carried against him. He saved knight-hoods from the wreck, but his attitude did not improve his prestige for in effect he said to the House, after all his grandiloquent talk about sacrifices and sinking personal considerations: "If you won't play my way about titles, I won't play at all." This year, Sir Robert was far away, hanging about the antechambers of the Peace Conference or selling shirts to Roumanians who may never pay for them, but he had his eye on his beloved titles and his deputy, Sir Thomas White, had cabled instructions, if the attack was renewed, to refer the matter to a Parliamentary committee of 25 members. This course he announced at the end of a somewhat ponderous speech and Mr. Nickle accepted his proposal. But other members did not see why they needed the assistance of a committee to make up their minds about the folly of maintaining a title system in Canada and pressed for a vote. The Government amendment had a very narrow squeak, passing only by

71 to 64. Nine Unionists voted with the Opposition, Messrs. Campbell, J. F. Reid, Frupp, Harold, Foster, Crowe, Cruise, Manion and Pardee and others would have done so but for the entreaties of the Unionist whip. The debate did not rise to the interesting level of last year but Dr. Manion spoke well and Mr. Pardee practically announced his intention of returning to the Liberal party. That extinct volcano of democracy, Mr. R. L. Richardson gave one of his usual performances. Whenever any reform is proposed Mr. Richardson has a pleasing habit of declaring it to be insufficient to please a disciple of Burns and Carlyle like himself moving some more radical amendment in a windy vrehose speech and then when the vote comes lining up with the defenders of the status quo. In this case, Mr. Richardson moved to extinguish all hereditary titles but voted with the Government. Mr. Richardson has rendered some services to democracy in the past but he is now a reed shaken by every wind and a sycophantic follower of all powers-that-be. How mercilessly would his own heroes Burns and Carlyle dealt with his career since 1917. Since the debate last year, the Cabinet has damaged back the usual flood of titles and there are many aching hearts among our dames of high degree. Sir George Perley, in a letter read by Sir Thomas, report the grief to where our exiled were workers be particularly acute in London, O. B. E.'s, being distributed to their English friends by the score.

On Tuesday the 15th, Mr. Lemieux initiated a debate on the charges of incompetence and muddle which had been brought against the Overseas Ministry of Militia by Brigadier General Smart, Col. A. C. Pratt, Col. Price and others. These charges, if true, were of a very serious nature and covered a wide range. Mr. Lemieux recited them at length, added a few comments of his own and called on the Government for an explanation. He also dragged in again the question of the famous Bruce and Baptie reports. It will be remembered that in 1916, Col. Herbert Bruce, the foremost surgeon in Canada made a very adverse report upon the workings of the Canadian Army Medical Corps. The old Borden Government suppressed its publication and appointed another Commission, headed by Sir William Baptie, one of the medical chiefs in the Imperial Army, to report on the report so to speak. Naturally the latter body reoperted all was well. Now a large part of the recent charges related to the inefficiency of the medical services. The charges, made as they were by officers of high rank, mostly well-known Conservatives, are on the face of them very black, but it should be remembered in all fair-

ness that no atmosphere is so fruitful of jealousies and quarrels as army life, particularly at the bases. There are quarrels and disappointments about promotions and precedences and it is known the Canadian Army in England has been reeking with feuds and private bickerings which were a sorry contrast to the camaraderie of the fighting corps. It was inevitable that these feuds would be transported across the Atlantic and prolonged in Canada. So part of the bitterness of some of the complaints may be traced to this source. But where there is smoke there is always fire. Sir Thomas White who now bears many burdens, came amply equipped with material to refute the charges and defend the reputations of his absent colleagues, Sir Edward Kemp and Sir George Perley, who were the real targets. He adduced testimony from Sir Andrew Macphail concerning the efficiency of the Canadian Medical corps and dealt with all the various charges at great length. Neither in this nor in the title debate was Sir Thomas at his ease or in good speaking form; he spoke with diffidence and with the air of a man who disliked his job. He had an explanation to offer about the suppression of the Bruce report; it was excellent, so excellent and far reaching that its recommendations could not at the time be put into effect and there it had to be kept dark from a public who would misunderstand the situation. Sir Sam Hughes, who hates Sir Thomas White almost as bitterly as he hates the Pope, and regards him as the cause of his downfall, contributed at the end some vitriolic criticism of the Overseas Ministry and related some of their misdeeds which had come to his notice. In the end nothing came of the discussion.

Some members have pet themes which they bring up unfailingly every year — that of Mr. S. F. Glass, the member of the East Middlesex, is flax. On Wednesday he moved a resolution urging the Government to establish an experimental and demonstrative station within the area where flax for fibre is being produced, meaning of course his own constituency, and asking co-operation by the Government with the flax growers. In a speech of one and a half hours, he dilated on the possibility of the industry; as Russia which previously produced ¾ of the world's supply of flax fibre is out of business today, Canada has an excellent opportunity. On the whole, Mr. Glass made out a fairly good case for his plea and Mr. Crerar gave a sympathetic reply. He informed the House however that the flax industry had once been fairly extensive in Canada but had declined. The future of the industry in Canada in his opinion depended almost entirely on the development of labor saving devices and he stated that his Department had assisted an ex-clergyman to promote a valuable invention in the shape of a new pulling machine which could take the place of the labor of twenty

ART OF BEING KIND

By Ella Wheeler Wilcox.

The man who loves his fellow man,
And winds a willing arm about
His brother when the storms are out,
And lends him all the help he can—
No matter what may be his creed.
A kind God knights him for the deed.
So many gods, so many creeds,
So many paths that wind and wind,
When just the art of being kind
Is all this sad world needs.

men. In Mr. Crerar's opinion there was no reason why Canada could not produce the binder twine necessary to care for her own crops. On the suggestion of Dr. Steele of Perth, it was decided to appoint a Committee to investigate the Civil Service and ascertain if, and how, the staffs can be reduced and efficiency increased. The leader of the opposition was sceptical of the value of the proposal and suggested that the Government would do better to bring on by-elections in the five vacant constituencies. The situation in this respect is nothing short of a scandal. There are at present well over 70,000 electors who have no representatives in the Commons, simply because the Government are afraid to face them. In Great Britain a seat must be filled up within a definite time but here it awaits the pleasure of the Government. Another evil practice which should be ended is that a member should sit simultaneously for two seats as Mr. Lemieux at present does.

The said Mr. Lemieux, however, on Wednesday, performed a valuable service in moving a resolution calling for legislation to force newspapers and other periodicals to disclose the names of their owners and shareholders. The United States has such a law in force and in Australia it also prevails. The newspaper situation in Canada is exceedingly unsatisfactory. There are a variety of powerful papers who attempt to lead and mould public opinion and receive many favors from the State. The Canadian Press Association is subsidized to the extent of \$50,000 per annum to provide them with news and as Mr. J. H. Sinclair pointed out they receive large concessions in connection with the mails. Papers constitute 65 per cent of the total mail carried and cost for carriage \$5,390,000 but they only pay for mailing \$300,000, so that the public contributes towards them \$5,000,000 per annum. When the public gives such assistance it is entitled to know who exactly the beneficiaries are. Mr. Lemieux devoted special attention to the case of the Montreal Herald which while

WEIGHTY WORDS

There are no questions of difference as between governments, capital, so-called special interests, and labor (in which the rights of labor or the common people are vitally concerned, either locally or generally) that cannot be satisfactorily adjusted by fair, fearless and honest presentation of the opposing views, with proper recognition of the common good.

—James Murdock,
Vice-President of the
Brotherhood of Rail-
way Trainmen.

Willay a Liberal paper we said was owned by that distinguished conservative, Lord Atholstan. Mr. A. K. McLean who was in charge of the House would do no more than promise to bring the matter to the attention of his colleagues but the motion was perfectly proper and should again be brought to the fore. The fact is that the publication of a daily paper is nowadays a very serious enterprise and can only be undertaken by rich individuals. With rare exceptions the latter have the capitalistic point of view and while they may make a certain pretence of progressive ideas, their heart is not usually on the side of reform. As long as politics were concerned with abstract questions like freedom of speech and general rights which concerned rich and poor alike a large section of the press could be relied upon to take the reforming side but now that

economic questions largely relating to the distribution of wealth are the paramount problems, the daily press cannot be relied upon for fair and open discussion. However, its political influence is declining for the public have come to realize that its editorials are merely varying songs by the same capitalist voice and are turning more and more to weekly papers for real guidance and information. Every paper in the country ought to be compelled to publish a full list of its shareholders. If these were known the credence placed in the news and editorials of some of our greatest papers would speedily vanish.

On Wednesday evening the House adjourned till Tuesday the 22nd. Many of the Western members had already departed to pacify their irate constituents and discover just how far they dared to go in supporting the Government's Budget. So far the session has not been particularly eventful. There has been a wealth of talk and many signs that the Government was marking time. Whole days have been wasted on matters of absolute unimportance and of the Bills passed only that establishing the Federal Health Department had any real significance. The rest have been chiefly amendments to existing statutes. There are lurking in the back ground some vital and controversial questions which must be dealt with, in particular the Franchise and the Budget, and it is apparent that the Unionist Cabinet and the Party hesitate to commit themselves to a definite policy in the absence of Sir Robert Borden and his colleagues now overseas. The Government's action on these two matters may decide its fate for the next three years and as Sir Robert is its head and is primarily responsible for its policy, his return, which is expected early in May, must be awaited. The Unionist party are strongly divided on the tariff question and it will require all the Premier's skill and patience to effect a compromise and keep them together. The Franchise Act will provide an even more severe testing time between progressives and reactionaries. There is continual discussion about the future of the Unionist party. Some weeks ago there was every prospect that it would be consolidated and a permanent organization established but the idea has had a set back lately. Mr. Pardee's declaration of his impending return to the Liberal ranks gave it a severe knock. Sir Robert, however is known to be favorable to the idea of maintaining Unionism but his success in creating a permanent party fabric will depend largely upon the solution of the tariff and franchise problems.

The Opposition suffered a staggering blow at the beginning of the session by the death of Sir Wilfrid Laurier. They were weak numerically but his long experience and skill in political strategy almost compensated for this. Mr. MacKenzie performs the technical duties of leader in quite a satisfactory fashion but he is not an inspiring

AMERICAN RAILROADS INEFFICIENT

In view of the controversy raging in the United States over the administration of the railroads by the United States Government, the following account of a recent journey made by a prominent Canadian business man may be of interest:—

We left Winnipeg for Chicago and New Orleans on the 22nd of February. The accommodation on the Soo Line was excellent and also on the Chicago & Milwaukee, but cannot say quite as much for the Illinois Central. Between New Orleans and Los Angeles on the Southern Pacific, I do not think the travelling public are getting what they are paying for. On all the roads after leaving New Orleans I paid particular attention to the equipment. It is all falling down. I did not see one new box car on any of the lines, and all their equipment seems, as stated, to be falling down. The officials are not courteous and the condition of their clothes is filthy. I have seen men dressed in blue with brass buttons, whose clothes I am satisfied have not been touched by a brush in the last two years. The porter on one of the long runs was an old negro, 70 years of age, if not 75, and filthy. I felt sorry for the old man when he went to make up the beds, as the travel is heavy on the Southern Pacific going to California, especially now as so many soldiers are returning home.

In all my travels there was only one train that arrived at its destination on time, and that was the one going into Seattle. Going into Los Angeles the train was late, and also into San Francisco and San Diego. There appears to be no head over the railways on the other side. A great many of the officials were slovenly and not very courteous. I asked one of the higher officials on the other side what was the matter and why the railways appeared to have no head, and he said that as far as he could make out, the officials in charge were anxious that the Government should go so far behind in running the roads, that it would sicken Government control for all time to come, and put an end to Government ownership of railways.

As soon as we stepped on the boat at Seattle the difference was very noticeable. In speaking to several

figure and is obviously only a stop gap. The party contains some young men of considerable ability and promise but it has suffered during the session from a lack of guidance. Once a permanent leader is secured they may pull themselves together and they have taken a wise and democratic course in leaving the selection to a national convention

J. A. S.

men who were in California they passed the same remark about it.

In going from Seattle to Victoria, and in the C. P. R. hotels, and on the train coming up to Winnipeg, one could not help but remark the difference between the management of the C. P. R. and that of the railways on the other side. Any employee to whom a question was put was very civil and the conductors and porters were clean and neat. The brakemen in turning the switches were quist and active and the trains were all on time. While in San Francisco I went into the C. P. R. office there and was very pleased to see on the window — "Canadians welcome. Come in and make this your stopping place." I did so and got just the welcome and treatment I expected.

Along the C. P. R. there were many new box cars and the equipment appeared to be kept in A-1 condition; something I did not see on the other side. One cannot help but feel proud of being a Canadian and proud of such a road as the C. P. R.

I noticed that the stock through Louisiana, Texas, and one or two other states we passed through, were very poor. I do not think I ever saw poorer cattle and they must have had a hard winter, and I did not see a good horse until we reached San Francisco and there we saw some good teams. From San Francisco north is a splendid farming country, with a fine lot of cattle and sheep; away head of the south. My impression of California is that everything there is made, principally by a few millionaires and the Southern Pacific Railroad. Everything is artificial. The trees are practically all imported and their parks are made out of deserts by the spending of millions. This state is a great attraction for tourists, but we have a better country ourselves in Vancouver Island. I went by auto over part of Vancouver Island, and do not understand why the C. P. R. do not spend money in developing good automobile roads there opening up resorts and making the Island attractive for winter tourists. If they were to do this I think we would have a country that would beat California, and instead of so many Canadians going south, they would go to Vancouver and so develop trade for Canadian roads.

MADE COMPROMISE

"Ye know, Wash, I uster steal, but since I got religion I guv it up. Last night, in Smith's shoe store I seen a pair of cow-hide boots just my size, No. 14, and the devil, he says to me, 'Take 'em, take 'em,' but the Lord say, 'No, let 'em alone; it's stealing.'"

"The devil said, 'Take 'em quick now and skeddaddle,' I knowed I could take 'em and stick 'em under my coat, and get away without nobody knowing. But bress the Lord, I stood the temptation, Wash. I compromised, and took a pair of shoes."—St. Louis Post-Dispatch.

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Sunday Meeting Association
of Canada

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C. P. R. Conductor.

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Locomotive Firemen
Railroad Trainmen (Switchmen)
Maintenance of Way Men
Railroad Telegraphers
and employees in all branches of
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GEO. PIERCE, Editor.

NEW U. S. RAILROAD ADMINISTRATION ORDER APPLICABLE TO CANADIAN ROADS

Supplement No. 16 To General Order No. 27 Regarding Rates of Pay and Rules For Overtime and Working Conditions For Various Classes of Railroad Employees.

Supplement No. 16 to General Order No. 27 issued by the United States Railroad Administration at Washington, D. C. on April 10th, is given in full in this issue for the benefit of Canadian railroadmen, to whom the provisions of the supplement apply, as is pointed out in the following letter to officers of Canadian Lodges from Mr. W. G. LEE, President of the Grand Lodge of the Brotherhood of Railroad Trainmen:—

Cleveland, O., April 15, 1919

General Chairmen, Local Chairmen, and Secretaries of Subordinate Lodges in the Dominion of Canada.

Sirs and Brothers:—

There is enclosed herewith copy of Supplement No. 16 to General Order No. 27 of the United States Director General of Railroads, dated April 10th, and effective as of January 1st, 1919.

Some doubt seems to exist in the minds of certain committeemen in the Dominion of Canada as to the application of supplements or amendments to General Order No. 27 of the United States Director General of Railroads to railroads of the Dominion; in fact, it has been intimated by several of the general chairmen of Canadian Railroads that as soon as the supplement referred to was issued, it was their intention to convene their general committees to give notice to the officials of their companies and request the application of the same rates on Canadian railroads.

Paragraph 7 of the Memorandum of Agreement creating Canadian Railway Board of Adjustment No. 1 reads as follows:

"7. Wages and hours established by General Order No. 27, of the Director General of the United States Railroad Administration, and amendments thereto, shall be incorporated into existing agreements on the several railways and should differences arise between the management and the employees on any of the railways as to such incorporation, such questions of difference shall be decided by the Canadian Railway Board of Adjustment No. 1 when properly presented thereto."

and means without question that Supplement No. 16 to General Order

No. 27 automatically applies to Canadian railroads, and this letter is issued for the purpose of advising the Canadian membership that it is necessary to call committees together as intimated, because, as above stated, the new rates and conditions covered in Supplement No. 16 without question, under paragraph 7 of the Memorandum of Agreement above quoted, automatically extend to Canadian Lines.

Fraternally Yours,

W. G. LEE.

Text of Supplement

The text of the Supplement issued by the U. S. Railroad Administration is as follows:—

Supplement No. 16 to General Order No. 27

Effective January 1, 1919, except as otherwise provided therein, as to employees herein named, the following rates of pay and rules for overtime and working conditions upon railroads in Federal operation are hereby ordered:

PASSENGER SERVICE

ARTICLE I

Rates of Pay

(a) Rates for Trainmen on trains propelled by steam or other motive power except as provided in Section (b):

CLASS

CLASS	Per Mile.	Per Day.	Per Month
Conductors	4.00c.	\$6.00	\$180.00
Assistant Conductors or Ticket Collectors	3.20c.	4.80	144.00
Baggagemen—Operating Dynamo.....	3.00c.	4.50	135.00
Baggagemen handling Express.....	3.00c.	4.50	135.00
Baggagemen	2.77c.	4.16	124.80
Flagmen and Brakemen	2.66c.	4.00	120.00

*Rates specified for "Baggagemen handling Express" apply to baggagemen in the employ of railroads who shall be paid exclusively by the railroads.

(b) The above rates apply on all roads except exclusively suburban roads doing passenger business only, upon which the following rates shall apply:

CLASS

CLASS	Per Mile.	Per Day.	Per Month
Conductors	3.00c.	\$4.50	\$135.00
Ticket Collectors	2.77c.	4.16	124.00
Guards performing duties of Brakemen or Flagmen	2.45c.	3.68	110.40

ARTICLE II

Basic Day

One hundred and fifty (150) miles or less (straight-away or turn-around) shall constitute a day's work. Miles in excess of 150 will be paid for at the mileage rates provided.

A passenger day begins at the time of reporting for duty for the initial trip. Daily rates obtain until the miles made at the mileage rates exceed the daily minimum.

ARTICLE III

Overtime

(a) Trainmen on short turn-around passenger runs, no single trip of which exceeds 80 miles, including suburban and branch line service, shall be paid overtime for all time actually on duty, or held for duty, in excess of eight hours, (computed on each run from the time required to report for duty to the end of that run) within ten consecutive hours; and also for all time in excess of ten consecutive hours computed continuously from the time first required to report to the final release at the end of the last run. Time shall be counted as continuous service in all cases where the interval of release from duty at any point does not exceed one hour. This rule applies regardless of mileage made.

For calculating overtime under this rule, the management may designate the initial trip.

(b) Trainmen or other passenger runs shall be paid overtime on a speed basis of 20 miles per hour computed continuously from the time required to report for duty until released at the end of the last run. Overtime shall be computed on the basis of actual overtime worked or held for duty, except that when the minimum day is paid for the service performed overtime shall not accrue until the expiration of seven (7) hours and thirty (30) minutes from the time of first reporting for duty.

Where a more favorable overtime rule exists, such rule may be retained, in which event this section will not apply.

Where the provisions of this section

	Per Mile.	Per Day.	Per Month
Conductors	4.00c.	\$6.00	\$180.00
Assistant Conductors or Ticket Collectors	3.20c.	4.80	144.00
Baggagemen—Operating Dynamo.....	3.00c.	4.50	135.00
Baggagemen handling Express.....	3.00c.	4.50	135.00
Baggagemen	2.77c.	4.16	124.80
Flagmen and Brakemen	2.66c.	4.00	120.00

for continuous time on turn-around runs of over 80 miles one way, change existing overtime rules, the effective date will be April 10, 1919; otherwise January 1, 1919.

(c) Overtime in all passenger service shall be paid for on the minute basis at a rate per hour of not less than one-eighth of the daily rate herein provided.

ARTICLE IV

Guarantees

(a) Regularly assigned passenger trainmen who are ready for service the entire month and who do not lay off their own accord, shall receive the monthly guarantee provided for in Section (a) of Article 1, exclusive of overtime, except that former higher monthly guarantees shall be preserved.

Extra service may be required sufficient to make up these guarantees, and may be made between regular trips; may be made on lay-off days; or may be made before or after completion of the trip. If extra service is made between trips, which go to make up a day's assignment, such extra service will be paid for on the basis of miles or hours, whichever is the greater, with a minimum of one hour. Extra service before or after the completion of a day's work will pay not less than the minimum day.

The basis of pay for extra service apply only in making up the guarantees. After guarantees are absorbed, schedule provisions for extra service apply.

(b) When a regularly assigned passenger man lays off of his own accord or is held out of service, the extra man will receive the same compensation the regular man would have received, and the amount paid the extra man or men will be deducted from the amount the regular man would have received had he remained in the service, the sum of the payments to the man, or men, who may be used on the run equaling the monthly guarantee.

(c) Reductions in crews or increases in mileage in passenger service from assignments in effect January 1, 1919, shall not be made for the purpose of offsetting these increases in wages, but nothing in this order is understood to prevent adjustment of runs in short turn-around and suburban service that are paid under minimum rules, for the purpose of avoiding payment of excess mileage, or overtime that would accrue under these rules without reducing the number of crews. Such runs may be re-arranged, extended or have mileage changed by addition of new train service; separate pools or assignments may be segregated or divided; provided that crews are not taken off or reduced in number. Added mileage up to mileage equaling the mileage rate divided into the guaranteed daily rate does not change, take from or add to the minimum day's pay, and this added mileage is not to be construed as "increase in mileage" within the meaning of this Article.

(d) For the purpose of avoiding payment of excess overtime on turn-around runs in passenger service when any part or leg thereof is over 80 miles, the railroads will be privileged to rearrange runs, combine pools or sets of runs, and may establish interdivisional runs excepting when this may be prohibited by provisions of existing agreements, such runs to be paid for in accordance

with the mileage schedules of this order, but in no case less than the combination of trip rates in effect at the date of this order.

FREIGHT SERVICE

ARTICLE V

Rates of Pay

(a) For service paid the through freight rates under schedules in effect prior to January 1, 1919, the rates shall be as follows:

CLASS	Per Mile.	Per Day.
Conductors	5.40c.	\$5.40
Flagmen and Brakemen	4.08c.	4.08

(b) For service paid the local or way freight rates under schedules in effect prior to January 1, 1919, the rates shall be as follows:

CLASS	Per Mile.	Per Day.
Conductors	5.92c.	\$5.92
Flagmen and Brakemen	4.48c.	4.48

Service

(c) The same increases shall apply to milk, mixed and miscellaneous train service as are applied to the service in which they are now classified. Where there is a separate rate for milk, mixed or miscellaneous classes of service, it shall be increased in the same amount compared with the rates in effect December 31, 1917, as the through freight or passenger rate, according to the overtime basis on which it is calculated.

ARTICLE VI

Basic Day and Overtime

(a) In all the road service, except passenger service and where under mileage schedules a more favorable condition exists, 100 miles or less, eight hours or less (straight-away or turn-around), shall constitute a day's work. Miles in excess of miles required for a minimum day will be paid for at the mileage rates provided.

(b) Where there is no existing agreement regarding overtime provisions more favorable to the employees, on runs of 100 miles or less overtime will begin at the expiration of eight hours; on runs of over 100 miles overtime will begin when the time on duty exceeds the miles run divided by 12 1-2. Overtime shall be paid for on the minute basis, at not less per hour than one-eighth of the daily rate.

ARTICLE VII

Guarantees

(a) Regularly assigned way freight, wreck, work and construction trainmen who are ready for service the entire month and who do not lay off of their own accord, will be guaranteed not less than 100 miles or eight hours for each calendar working day, exclusive of overtime (this to include legal holidays). If through act of Providence, it is impossible to perform regular service, guarantee does not apply.

(b) Crews may also be used in any other service to complete guarantee when for any reason regular assignment is discontinued, but such service shall be paid for at schedule rates unless earnings from such rates would be less per day than would have been earned in regular assignment.

ARTICLE VIII

Held Away From Home Terminal

Present rules in effect to be continued subject to provisions of Article XXII; it being the intention that the propriety of a standard rule be considered by the Board herein provided for.

	Per Mile.	Per Day.
Conductors	5.40c.	\$5.40
Flagmen and Brakemen	4.08c.	4.08

ARTICLE IX

Monthly, Daily or Trip Basis

(a) All service which prior to the effective date of this order was paid on a monthly, daily or trip basis, shall be established upon the mileage basis and paid the rates according to class of service and operation under the rules herein provided.

(b) In branch line service where differentials now exist in either rates, overtime bases or other conditions of service, the main line rates shall be applied for the class of service performed. Miles in excess of the mileage constituting a day will be paid pro rata. If existing rates are higher than the revised main line rates they shall be preserved, but the excess in the rate over the main line rate may be applied against overtime. The passenger or freight overtime bases shall be applied according to the rate paid. Other existing conditions of service shall not be affected by the foregoing.

(c) On the other than Class I roads, independently operated, the rates of this order shall be applied for the classes of service performed, but no change is required in the miles, hours or service for which the former rates compensated. Existing higher rates shall be preserved. This section does not apply to terminal and other roads where recognized standard rates and conditions are in effect.

(d) If this order in any case produces abnormally high earnings because of unavoidable long layovers such cases may be referred back to the Director General for special disposition.

ARTICLE X

Arbitrariness and Special Allowances

The same rates shall apply to all arbitrariness and special allowances as are applicable to the service of which they are a part or upon which they are based, or if not related to any particular class of service, the pro rata rate of the service upon which the increase is based. The minimum time or mileage allowances shall remain in effect.

ARTICLE XI

Beginning and Ending of Day

(a) In all classes of service trainmen's time will commence at the time they are required to report for duty, and shall continue until the time they are relieved from duty.

(b) Trainmen in pool or irregular freight service may be called to make short trips and turn-arounds with the understanding that one or more turn-around trips may be started out of the same terminal and paid actual miles with a minimum of 100 miles for a day, provided, (1) that the mileage of all the trips does not exceed 100 miles; (2) that the distance run from the terminal to the turning point does not exceed 25 miles; and, (3) that trainmen shall not be required to begin work on a succeeding trip out of the initial terminal after having been on duty eight consecutive hours, except as a new day subject to the first in first out rule or practice.

YARD SERVICE

ARTICLE XII

Rates of Pay

CLASS

	Denver	Differential	All other Territory.	Territories
Foremen	\$5.44		\$5.33	
Helpers	5.11		5.00	
Switchtenders	4.00		4.00	

Where rules of existing schedule agreements provide that switchtenders are paid helpers' rates, such rules will be continued.

ARTICLE XIII

Basic Day

Eight hours or less shall constitute a day's work.

ARTICLE XIV

Overtime

Except when changing off where it is the practice to work alternately days and nights for certain periods, working through two shifts to change off; or where exercising seniority rights from one assignment to another; or when extra men are required by schedule rules to be used—(any rules to the contrary to be changed accordingly)—all time worked in excess of eight hours continuous service in a twenty-four hour period shall be paid for as overtime, on the minute basis at one and one-half times the hourly rate. This rule applies only to service paid on an hourly or daily basis and not to service paid on mileage or road basis.

This rule is effective April 10, 1919, but in calculating back pay from January 1, 1919, overtime accruing under former rules after eight hours service shall be paid at one and one-half times the hourly rate.

ARTICLE XV

Assignments

Yardmen shall be assigned for a fixed period of time which shall be for the same hours daily for all regular members of a crew. So far as it is practicable assignments shall be restricted to eight hours' work.

ARTICLE XVI

Starting Time

(a) Regularly assigned yard crews shall each have a fixed starting time and the starting time of a crew will not be changed without at least 48 hours advance notice. Practices on individual roads as to handling of transfer crews are not affected by this section.

(b) Where three eight-hour shifts are worked in continuous service, the time for the first shift to begin work be between 6:30 A.M. and 8:00 P.M. and 4:00 P.M.; and the third 10:30 P.M. and 12:00 midnight.

(c) Where two shifts are worked in continuous service the first shift may be started during any one of the periods named in Section (b).

(d) Where two shifts are worked not in continuous service the time for the first shift to begin work will be between the hours of 6:30 A.M. and 10:00 A.M., and the second not later than 10:30 P.M.

(e) Where an independent assignment is worked regularly the starting time will be during one of the periods provided in Sections (b) or (d).

(f) At points where only one yard crew is regularly employed, they can be started at any time, subject to Section (a).

(g) Where mutually agreeable, on account of conditions produced by having two standards of time, starting time may be changed one hour from periods above provided.

ARTICLE XVII

Calculating Assignment and Meal Periods

The time for fixing the beginning of assignments or meal periods is to be calculated from the time fixed for the crew to begin work as a unit without regard to preparatory or individual duties.

ARTICLE XVIII

Point for Beginning and Ending Day

(a) Provisions of existing rules that there shall be a specified point for either going on or off duty or both, are not affected by anything herein; but schedules having no such rules shall be modified to provide that yard crews shall have a designated point for going on duty and a designated point for going off duty.

(b) The point for going on and off duty will be governed by local conditions. In certain localities instructions will provide that yardmen will report at the hump, others report at yard office, others at engine houses or ready tracks. It is not considered that the place to report will be confined to any definite number of feet, but the designation will indicate a definite and recognized location.

ARTICLE XIX

Lunch Time

(a) Yard crews will be allowed 20 minutes for lunch between 4 1-2 and 6 hours after starting work without deduction in pay.

(b) Yard crews will not be required to work longer than 6 hours without being allowed 20 minutes for lunch, with no deduction in pay or time therefor.

(c) This Article is effective April 10, 1919.

ARTICLE XX

Arbitrarities and Special Allowances

Where it has been the practice or rule to pay a yard crew, or any member thereof arbitrarities or special allowances, or to allow another minimum day for extra or additional service performed during the course of or continuous after end of the regularly assigned hours, such practice or rule is hereby eliminated, except where such allowances are for individual service not properly within the scope of yard service.

This article is effective April 10, 1919.

ARTICLE XXI

Rules for Application of this Order

(a) Rules for overtime and working conditions which are in conflict with any of the provisions of this order, but no others, shall be changed to conform to the provisions hereof.

(b) Rates of pay in road or yard service, and money monthly guarantees in passenger service shall be preserved as per Section (a) of Article IV.

(c) Questions and answers on interpretations of certain Articles of this order are listed below:

ARTICLE I

Question I: Do train auditors or ticket collectors who are not transportation employees and who have no status as such, come within the provisions for ticket collectors?

Answer: No.

Question 2: Shall baggagemen, flagmen or brakemen who assist conductors in collecting tickets and fares receive the rate provided for assistant conductors or ticket collectors?

Answer: Only where designated and classified as assistant conductors or ticket collectors.

Question 3: In view of different rates being provided for baggagemen handling express, and baggagemen not performing such work, how will baggagemen handling express on certain days and not handling it on other days be compensated?

Answer: On any day where express is handled the combination rate will apply for that day; in such cases minimum monthly guarantee shall apply.

Question 4: Does the provision for higher rates for handling express cancel all existing understandings between the managements and the men in regard to bonuses or special com-

pensation that they have heretofore received from either their road or the express company for handling express?

Answer: Yes; provided the new rates do not reduce previous combined earnings.

ARTICLE III:

Question 1: Under certain conditions, crews operate round trip service in the morning and again late in the evening. Will it be permissible to pay for each of these services on the basis of a day subject to the rule or will it be necessary to apply the rule regardless of whether the service is paid two days or more?

Answer: Pending the report and findings of Board herein provided for service is to be operated in accordance with present practice.

Question 2: Will it be permissible for the managements to definitely assign crews on the basis of a minimum day in each direction?

Answer: Yes, (in accordance with decisions of Commission of Eight and Arbitration Boards).

Question 3: May railroads which have a common overtime basis applicable to passenger service, as described in Section (a) and (b), adopt Sections (a) and (b)?

Answer: Sections (a) and (b) of Article III apply to all passenger service.

ARTICLE XXII:

Question 1: A number of Articles will unquestionably be subject to consideration by the Board herein provided for. Pending conclusions by the Board and the final order by the Director General, shall the existing bases be maintained or shall the bases provided for in this order be applied?

Answer: The bases provided for in this order shall be applied in the interim, except where such application causes a reduction in compensation, in which case, existing schedule rules and practices shall govern.

Question 2: In addition to the provisions of this order which are to be considered by a Board, this article also provides for their consideration of "schedule rules and practices." What shall be the status of such schedule rules and practices during the interim?

Answer: They are to be applied in accordance with schedule agreements.

ARTICLE XXII

Reclassification of Service

Arbitrarities and Special Allowances

The Director General is advised that the Board of Railroad Wages and Working conditions feels that punitive rates for overtime for employees in passenger and freight road service should be studied in connection with and including the modification of certain rules and numerous arbitrarities and special allowances which are intricate and important, and that it recommends the reference of this subject to a board made up of transportation wage schedule experts.

In order to dispose of this question as promptly as possible and to avoid the delay that must accompany the selecting and organizing of a new board especially equipped to deal with questions growing out of transportation wage schedules, the matter is hereby referred to Railway Board of Adjustment No. 1, which Board shall begin at once the study of the practicability and the propriety of applying punitive overtime to road service at this time and of the further question of what abrogations or modifications of existing rules and practices which are affected thereby should be made in the event of the application of punitive overtime to road service, and shall at the earliest practicable date report its recommendations to the Director General.

Following its report on the above subjects, the Board shall also report as promptly as possible its recommendations upon the matters referred to it in Article VIII of this Order.

ARTICLE XXIII

Interpretation of this Order

The rates of pay and rules herein established shall be incorporated into existing agreements and into agreements which may be reached in the future, on the several railroads; and should differences arise between the management and the employees of any of the railroads as to such incorporation, intent or application of this order, such questions of difference, when properly presented, shall be referred as hereinafter provided to the Director of the Division of Labor, who will transmit them to the proper Board for decision or recommendation, subject always to review by the Director General.

Where differences arise, a concrete joint signed statement shall be prepared in triplicate, setting forth first, the Article of this order involved; second, facts; third, the position of the employees; and, fourth, the position of the management thereon. Where supporting documentary evidence is used it shall be attached in the form of exhibits. Such presentations shall be transmitted to the Director of the Division of Labor in the manner provided for the submission of appeals to Boards of Adjustment.

WALTER D. HINES

Director General of Railroads.

FRESH

"I know what the preacher meant when he spoke of the lay members this morning," remarked little Constance on her way home from church. "What did he mean, dear?" queried her mother.

"He meant poultry," answered little Constance. "I heard him tell papa the other day that there was a lot of old gossiping hens in his congregation." — Pittsburgh Chronicle-Telegraph.

PREPARING JOINT DRIVE

Y. M. C. A. and Y. W. C. A.
To Launch Campaign
In May.

Active preparations are under way for a joint drive in Montreal, in the interests of the Y. M. C. A. and the Y. W. C. A. early in May, and representative Committees have been formed under the chairmanship of Mr. A. C. Dawson, with Mr. Lorne C. Webster as Vice-Chairman, Mr. A. D. Anderson as Honorary Treasurer, Mr. D. A. Budge as Campaign Director and Mr. J. C. Lough as Executive Secretary. The other members of the Montreal Executive Committee are as follows:

W. M. Birks, John W. Rees, J. F. Copland, W. S. Cushing, J. M. Gibson, R. C. Holden, C. C. Holland, J. W. Enos, W. S. Leslie, Geo. Lyman, J. W. McConnell, J. W. McKeown, J. S. Millen, Alfred Price.

The Montreal drive is part of a Dominion-wide Campaign — the Montreal objective being \$235,000.

Campaign headquarters are at Room 303, Drummond Building, Montreal. Team captains have been selected, and the campaigners are now getting together so as to be ready for the three days of strenuous work.

In addition to securing teams of ladies the Y. W. C. A. are also supplying one or two captains for men's teams.

Mrs. Ernest Fairman is the chairman of the local Y. W. C. A. Committee in charge of the women and Mr. P. W. Campbell and Mr. Wm. B. Wood represent the ladies on the joint campaign executive.

The direction of the Y. W. C. A. work in Canada is entrusted to a Dominion Council composed of the President of each Association, together with an Executive Committee.

The work of the Dominion Council requires a staff of about twenty-five National Secretaries and office workers.

The present leaders of the work are Lady Falconer (President), Mrs. N. W. Rowell and Mrs. L. A. Hamilton (Vice-Presidents), Miss M. L. Brock (Treasurer).

The membership in Canada is about 20,000.

The National Secretaries are responsible for departments such as immigration and travellers' aid which require national supervision and also for specialized study and effort in co-operation with local workers in regard to questions affecting the protection and development of girl life such as, housing, education, social morality, recreation, employment, etc.

Tariff Commission Plan Has Struck Responsive Chord with all Classes

Ideas Of Service And Mutual Consideration Developing, As Against Old Forms Of Selfishness And Political Trickery.

Our plan for a permanent Tariff Commission, in which all the elements of society deeply interested shall be represented, and which would put an end to the question of tariffs being used as a political football—sometimes as a political bogey—has met with such widespread favor from all classes that we may say there is reasonable ground to believe that the plan will result in something being done along the lines outlined by us. The brotherhood and get-together idea can be as effectively applied to tariffs as to anything else in our human existence. The days of each class trying to grab all it can to suit its particular purpose are swiftly going. The days of co-operation and mutual consideration are here. Service is at last no longer the mouthing of preachers alone, nor is it limited to the few good men and women who upheld its virtues against great odds in a selfish world. The war and other national and international developments have taught us that service is the real watchword of the time, taught us that service is not only sound humanity but sound business and sound administration of all material affairs.

In proposing the Tariff Commission we took a chance at a stand which would have been regarded as altruistic and dreamy only a few years ago. To-day it is practical and progressive, and, indeed, the only way out from the wrestling match between class and class.

Our idea on the Tariff Commission was outlined as follows:—

The Plan In Brief.

1. That a permanent Tariff Commission be established.
2. That the elements of society deeply interested shall each have a representative on this Commission.
3. That the Commission shall consist of five members.
 - (a) The manufacturers shall nominate one member.
 - (b) The Trades Unionists, through their executive on the Trades and Labor Congress of Canada, in conjunction with the executive of the Railroad Brotherhoods, shall nominate one member.
 - (c) The agricultural class, through the Council of Agriculture, shall nominate one member.
 - (d) The Government in power at the time of the appointment of the Commission shall nominate one member who shall be known as the Government Revenue member.
 - (e) The Government in power at the time of the appointment of the

Commission shall nominate one member as a tariff statistician.

(f) A department of scientific research, capable of analyzing processes of costs and manufacture shall be operated under the authority and jurisdiction of the Commission.

(g) The Chairman of the Commission shall always be the statistician.

3. Each member of the Commission shall receive a salary of not less than \$15,000 a year and shall have the selection of a qualified statistician and staff.

4. The members of the Commission to be appointed for life, subject to the recall of the organization by which they have been chosen.

5. The Commission shall hold daily sessions, excepting on legal holidays.

6. The Commission shall have power to fix the tariffs, to examine the books and to ascertain the costs and selling price with reference to goods of any manufacturer seeking tariff protection.

7. The tariff fixed by the Commission shall be final and unassailable unless subsequently changed by action of the Commission or a special act of Parliament.

Many Letters Received

As we said before, so many letters have come to the *Canadian Railroader* as a result of the launching of our proposal that it would require a series of complete issues of the paper to find room for them. We can give only extracts from time to time, and, as we have already shown, we are not afraid to give the letters of opposers to the scheme as much publicity in our own columns as we give to the letters of those who support us. We want every sort of opinion to get a fair show. Already, however, it is obvious that the great weight of opinion swings in favor of the Commission.

Following are a few more extracts from letters received:—

Wants Fifty Copies

From F. Mauchure Sclanders, F.R.G. S., Commissioner, Border Chamber of Commerce, comprising Ford, Walkerville, Windsor, Sandwich and Ojibway, Ont.—

“At last meeting of the Manufacturers’ Section of this Chamber, Mr. H. H. Walker, the Chairman thereof, submitted a circular letter from you dated 20th ult. enclosing a most interesting, thoughtful and instructive

article on The Tariff Question. I am instructed to say that the members of our Manufacturers’ Section thought very highly of this, and have instructed me to ask if it would be possible for you to send us a few copies of The Tariff Question, so that we might circulate the same among those who are likely to be specially interested. We should certainly like fifty copies; and you can rely upon these being used to the very best advantage.”

Approves Principle

From W. S. Leslie, of A. C. Leslie, & Co., Limited, Iron, Steel & Metals, Montreal:—

“While we strongly approve of the principle of the non-political Tariff Commission, and think your suggestion as to the composition of same is excellent, we are afraid that the country is not ready for this, and that it affects the pockets of the two classes vitally concerned too directly for them to be willing to leave the solution of the question to such a commission.”

Heartily Endorses.

From Chester B. Hamilton, Jr., Manager, The Hamilton Gear and Machine Company, Toronto:—

“We heartily endorse your stand in favor of a permanent Tariff Commission and a scientific and non-political control of all tariff matters. We believe that the manufacturers practically without exception, will be strongly with you in this matter.”

“Please send us half a dozen extra copies of this advance proof and also make sure that copies go to Mr. Bristol, Manager, Tariff Department, of the Canadian Manufacturers Association, Toronto, and to Mr. Newton, Editor, Canadian Machinery.”

The Only Way.

From Charles A. Moore, President and Manager, The Stratford Manufacturing Co., Limited, Stratford, Ont:—

“We believe that your suggestion of a Tariff Commission, is the only way to overcome this question satisfactorily. We would like to add one matter that the commission should consider, and that is competition between the Canadian Manufacturers, and increasing the production in each factory on a few lines rather than making a couple hundred. If it were possible that one factory would manufacture, for example, five different articles, and make them in large quantities, instead of at the present time, making one hundred different lines, and only making them in small quantities. In this way the cost of production could be brought down considerably, but the way it is to-day when one manufacturer makes an article, and spends a lot of time in bringing it out, before he knows he has competition on that one article from probably three or four different sources, and it is therefore necessary in order to keep this factory going to branch out into other lines, and instead of bringing goods through in large quantities, he can only bring them through in small quantities because his trade can only take so many.

“If manufacturers could run on the same principal as ‘Ford’ with his one car, the price on all goods would certainly come down. There are too many manufacturers in Canada making the one article and if this difficulty could be overcome tariff would not enter into question at all. Don’t think for a minute that our idea is that with one manufacturer making one line of goods, that he would be in a position to keep the prices up. That is not our idea at all, but boiled down to a nut shell, is for the factory to get big runs on goods coming through his plant, and at the present time we cannot do that because we have so much opposition. If we were only making certain goods in our lines, and had no competition to speak of, and could bring these through in large quantities, we would get our prices down considerably and we know that every manufacturer will tell you the same thing.

“Another thing is that the lines of manufacturing should be more standardized, and not so many different kinds of one article made. That to-day is another thing that manufacturers are up against. We hope that we have made ourselves clear enough, so that you will get the point that we want to bring out.

“There is another thing that must be taken into consideration on the Tariff question, and this is that we have not got the population to supply like the States have, and therefore this must be considered. We cannot manufacture as cheaply as our competitors in the U. S. A. because all our lumber comes from the south and, of course, that means more freight, and furthermore we have not got the large population as in the U. S. A., and it is therefore necessary that we have to have a certain amount of tariff in our favor.”

FOUND IT PUZZLING

An old negro man went to the doctor for a prescription for some ailment that he had and was given a box of pills.

The next day he returned to the doctor’s office.

“How do you feel now?” asked the doctor.

“Jest ‘bout de same, sah,” answered the negro.

“Did you get the pills?”

“Yessah.”

“Did you take them?”

“No, sah.”

“Why not?”

“Kase, doctor, de label on de box said, ‘Take one pill three times a day.’ Ah jest couldn’t understand how I’s goine ter take one pill moh’n once, so Ah’s come back fo’ fu’ther instructions.” — Rochester Democrat.

BOTH GETTING EDUCATED

“The old man is giving Bill a liberal education.”

“Yes, and Bill is certainly giving the old man an education in liberality.” — Boston Transcript.

EDITORIALS

GEORGE PIERCE - EDITOR

Free Street Cars

AND now comes Peter Whitt, acknowledged to be one of America's foremost traction experts, who declares that it is perfectly sound and feasible to make the street car as free to the public as the street. Mr. Witt says: "You cannot conceive of civilization without streets, and it has always been the desire of men to go from one place to another without walking."

"The first common piece of land was the trail, then came the road and then came the corduroy road. Then came the time they delegated to others the right to put planks on the road, making it very easy for people to go from one place to another, just as we gave to other people the right to put down steel rails. Later these people, to get remuneration, established the toll gate and I can appreciate the agitation in the State of Massachusetts when it was proposed that the toll gate should be no more, that plank roads should disappear, that improved highways should come, that the highways should be open and that the cost of building and maintenance should come from the public treasury."

"Just so, in the City. When you have a very small community all you need is the common piece of land that we know as a street but when you commence to grow and thousands of people come to live in that particular piece of territory it becomes impossible for everybody to walk from where they live to where they work. The street is there but they can not use it, the distance is too great. So then, what have we done? Why, we have provided a moving street and that is all that the street railway is. It is a municipal function. It is part of the municipal house-keeping."

"It will only be a short time, whether Lynn does it or not, before this is going to be the method of transportation in the United States so far as cities are concerned."

At any rate, the city of Lynn is asking the State legislature for a permit to submit a referendum on this question. The proposal has been backed for eight years by a public-spirited, multi-millionaire, business man of Lynn — Mr. Ralph S. Bauer, and the people of Lynn say that he never started anything yet that he didn't finish. The bill introduced by Mr. Bauer simply proposed that the people of Lynn shall have a referendum to vote whether or not the city shall buy the tracks, wires and car barns and substitute for the present equipment one hundred, one-man operated cars which would give an improved service and carry all passengers free, taking the capital by way of the greatly reduced cost of operation from the general tax levy.

Mr. Bauer has appeared before the Joint Committee of Street Railways of the State of Massachusetts Legislature and presented his argument for the experiment. The Committee is expected to take action during May. If the bill is not passed, it is proposed to take a referendum under the new Initiative and Referendum Act of Massachusetts. In this event the operation of free street cars for every city and town in the State would be voted upon. Political leaders are already predicting that the people would vote overwhelmingly in its favor. Mr. Bauer presented data and statistical records to prove that the cost of operation would be reduced by 50%.

There would be no \$50,000 a year salaries, no \$100,000 legislative fix-it-up lawyers, no waste of operation management that now exists. The auditing department would be abolished. There would be no secret service to check up on cash registers and the public would not be required to pay millions of dollars in dividends on watered stocks. In Massachusetts the roads would be taken and paid for by the City under the right of eminent domain.

Mr. Bauer contends that the time is surely coming when a public service like the street car will be furnished free to the people. The street car rider is, after all, the man who makes any community prosperous. For years and years we have been preaching the gospel of getting the people to move from the smoky factory districts to suburban places to where their children can play in their own yards under the shade trees. This is the basis of our fight against the slum and the gutter snipe. In all our suburbs we have succeeded in building moderately-priced homes that will bring health and comfort to the residents and then we cap our efforts by flogging the suburbanite with such high fares that he is unable to pay for the home that we urged him to build. By this enlightened process we are driving the people back to the factory districts again.

Some people say, that everybody would want to ride on the street cars all the time if they were free. In the first place, street car riding is not an infinite delight; secondly, people have not got the time; and, thirdly, it is an easy matter to regulate it for purposes of legitimate transportation. The bill introduced by Mr. Bauer is very specific and very practical in the matter of regulating the use of the car. The author of the bill says: "There is not a destructive thing about this bill. With free cars there would not be an empty house lot in the city of Lynn in a few years. The men who could get employment in Lynn under free car service could not afford to work anywhere else. As an advertisement you cannot beat it —, and as a value-increasing proposition, nothing approaches it."

"It would be worth hundreds of thousands to the merchants of Lynn. The increased property values in seven or eight years would be sufficient to take care of the expenses of operating these cars absolutely free. The people who oppose it are the same kind of people who opposed public schools and free text books. I remember tax payers getting up and protesting because they had no children. Every tax payer pays his taxes not as an expense but as an investment in the community benefit that makes it easier for him to live in peace, prosperity and comfort. It never is an expense."

To which we might add that the principle is already broadly recognized in Montreal and other flourishing Canadian cities since our policemen, firemen and postmen have been given free transportation for the general benefit of all citizens of the community.

Question.—How would Montreal vote on a referendum of this kind?

Answer.—You can never tell until you try!

Union Men, Take Notice

THE Montreal Builders' Exchange proposed that business shall be done only with organizations that have a local inception, that are incorporated and that control the men. At a time when even the delegates to the Peace Conference, who have the destiny of the world in their hands, are advocating international trades unionism and urging a standard eight-hour day in an effort to internationalize labor, the Montreal Builders' Exchange leaped into the dusty arena to tell all the world that international labor does not suit its particular requirements, to which we have but one answer: "Good night."

Note:—For many, many years, it has been the custom when the sand man comes and the noises of the day grow dim, when the eyes droop and the dusk of the evening brings its resistless calm, to say to the sleepy ones, "Good night."

Our Viewpoint

Social Column Snobbery

ENTHUSIASTS for nationalization have frequently asked us to account for the opposition of railroadmen in general against the nationalization of railroads. Briefly, when workers of all classes have had to bring their grievances before the government as an employer, situations have arisen which brought forward great controversial bitterness. The government is always impersonal and the government, no matter what government happens to be in power, is impersonal and politic a very hard proposition for organized labor to run up against. We have never heard such expressions of bitterness and wrath come from the lips of labor leaders as followed the occasion when the shipbuilding and allied organizations approached the government on the question of the shipbuilding programme and the employment of union labor.

The men felt that there was no human sympathy to which they might appeal, there were no ears to hear, no eyes to see. They were talking to the government, a corporated automaton, a caste colossus that somehow or other moved with the precision of a machine. The men who came from that conference are still blazing a trail with fiery denunciation.

The railroadman realizes that with nationalization he becomes a servant in the great machinery of government and this idea is more than obnoxious to men who live in the open, who have strong opinions of their own and who do not hesitate to voice them. When that day comes when the government is truly reflective of the finer sentiments of its people the railroadman may modify his view.

Napoleonism Is Dead

AFTER being on strike for exactly one week the employees of the Montreal Light, Heat and Power Co. returned to their duties on April 16th, with all their demands granted — recognition of the union, of the principle of the eight-hour day, of collective bargaining for bettering wages and working conditions.

To most people it was obvious that the Company never had the ghost of a chance of beating the employees, not merely because of the tie-up of gas and electric light and power service that was threatened, but mainly because of the "Thank-God-you've-got-a-kind-master" stuff that the Company tried to put over in the year nineteen-hundred and nineteen.

Workers know what they want and the ways to get it. They realize that unionism is the first step towards freedom of speech and self-respect in regard to their working affairs, and the employer is either asleep or foolhardy, no matter what his wealth or "pull" may be, who would dare to-day to oppose the formation of a union amongst his employees. Organized labor will lick the stuffin' out of him every time, and he will have missed the opportunity of making friends with his employees in their efforts at improving their conditions.

Many leaders of both labor and capital thought that the Power Company had more horse sense than to try to buck organized labor on its very fundamentals. The Power Company thought that the Napoleon business was still operative, instead of being, as it is, as dead as a slab of mutton. The Company has learnt a little lesson that will do it good, and also supply a warning to the remnant of the old guard who think that precedent, place and privilege rule the universe.

ISN'T it about time that that relic of conceit, snobbery and milky brains, the social column, was obliterated from our Canadian daily newspapers?

While the world rumbles and the newspapers are loaded with momentous news that stirs humanity to its very depths, Mrs. Social Set, whose doings are of no earthly interest to anyone except herself and her own little circle of ostriches and publicity anglers, insists that the big newspapers record the fact that she has gone to Old Orchard Beach, or that she has entertained some "guest of honor", or that somebody "poured tea", or that "covers were laid for ten" and the "decorations were effectively carried out", or that she has taken a cottage at the lake shore.

Mrs. Social Set may think that it is news of public interest, but that only goes to show how small she is. The ordinary reader does not know Mrs. Social Set, has no desire to know her, and does not care a tinker's cuss what she does. He regards her as a light-headed nonentity who has no right to free advertising, and that is the bulk of his interest in her.

Women are doing things in the world to-day, and the sooner Mrs. Social Set gets away from the idea that the world revolves around her and her class, and gets out to do something for the world, as her sisters are doing, the better it will be for the world — and for herself, because the world is getting impatient and irritated with persons of her stamp.

If the social column were dropped out bodily by the newspapers would be more in keeping with the spirit of the times.

NATURE BALKS SELFISH

The man who pivots on self swings in a narrow circle. And no matter how scrupulously he may order his life in selfishness, nature circumvents him at every turn. Whatever he may do for himself, he must serve others in spite of all he can do to prevent it. All he can succeed in accomplishing is in robbing himself of the satisfaction which conscious service brings. If he milks a cow for his own purpose and that alone, he is still serving the cow, but he robs himself of the pleasure which comes from knowing that. If he plants a field in a purely selfish spirit, he is still serving myriads of seeds and giving them their chance of life; but his selfishness robs him of that knowledge. If he is in business for himself and for himself alone, his very business serves the uses of others; but he loses his dividend of satisfaction by shutting this fact out of his calculations.

The man who would live in utter selfishness could only lie down and die, and even then his body would feed the growing things of the earth.

You see, nature has shut selfishness out of every part of her domain; it can only live in the mind that would harbor it. Ultimately, no one suffers from selfishness but the selfish man himself. He alone is cheated.

It is the law of life that whatever the motive of our action, the action itself has relations far beyond our control. We cannot monopolize the benefit of anything we do. But in the motive lies the whole secret of our own reward. If we dehumanize

the motive, we deprive ourselves of a legitimate satisfaction, while the work we do serves the purpose of others just the same. The master of a large business may work only for the increase of his own wealth, and yet his business perforce serves the ends of others. It aids commerce; it gives employment and livelihood to numbers of men; it provides widespread benefits in every direction. If the master of the business drew his satisfaction from these facts, his reward would be increased an hundredfold. He would have a share in the joy of everyone whom his business benefitted. But when he refuses this, preferring to restrict himself to his own narrowly personal returns, he reaps from his labors less than anyone else. His motive makes all the difference; and the difference is all contained within his own mind. Selfishness is a pathetic sort of suicide which only needs to be seen in its true nature to be abandoned in disgust.

A LITTLE HUMOR

"Two hearts that yearn
For love's sweet prison,
Where his is her'n
And her'n is his'n."

FLOORED!

Editor: How's the new society reporter? I told him to condense as much as possible.

Assistant: He did. Here's his account of yesterday's afternoon tea: "Mrs. Lovely poured, Mrs. Jabber roared, Mrs. Duller bored, Mrs. Rasping gored and Mrs. Embospoint snored."—Detroit Times.

The WOMAN'S FORUM

Rose Henderson *BLIND TO EVERYTHING - BUT THE TRUTH*

THE SACRIFICE OF THE CHILDREN OF THE POOR

The most precious gift, to either parent or State is the gift of happy healthy children, well born, well raised and well trained for life and citizenship.

This would seem nowadays to be a commonplace truth, but, like Christianity, has reached but the stage of polite discussion and phrasemaking.

Year after year the unnecessary destruction of child life goes merrily on and so far as the church and the politicians are concerned is likely to continue and increase.

The church apparently is more concerned with the poor heathens abroad than with the rich heathens at home who are the devil's most active agents, while the average politician conscientiously and industriously spends most of his power and energy "making the nation for plutocracy."

Fare Pretty Badly

Our statesmen who are supposed to represent the people concern themselves more with the needs of the livestock of Canada than they do with the needs of the children so between the neglect of the church on the one hand and the enemies of childhood, as Christ did, and the politicians on the other, taking it all in all, the children fare pretty badly.

During the past four years, getting money for destruction was the easiest thing imaginable. We had only to stand on the street corner, wave the flag and use a megaphone and lo, the like manna from heaven, millions of dollars poured down upon our patriotic heads, but when the Child Welfare Committee went forth to procure a few thousands to feed proper milk to needy and sick babies it came after much pleading in dimes, nickels and quarters, and then short by a couple of thousands of the mark which the Committee set out to obtain.

Hogs of more Concern

"Isn't it strange" remarked one of the Child Welfare Committee, "that hogs, cattle and agriculture are of more concern to our politicians than children." Nothing at all strange about that. These are the ethics of profits. Cattle, pigs and agriculture have a money power. Gold is the god of industry. Gold buys ease, travel, luxury, titles coveted by most people.

While there are many people who believe that God is all-powerful, everyone knows from actual experience the power of money. "Don't worry, be hopeful and pray. God is in his heaven, all is right with the world," said the kindly shephard who was visiting a member of his flock. "Yes, yes," cried the distracted, mother, "but my man is out of a job. Mamie has consumption and should be away

in the country, my grocery bill is not paid, my landlord is at the door for his rent. How am I to get it?" This was a poser for the good minister, who shook his head in despair. He might have been able to tell her about the mystery of God, the kingdom of heaven and life after death, but he seemed helpless to give her any hope or help to solve her material and economic problems so manifestly plain on this mundane sphere.

Knows Power of Money

This woman learned perhaps for the first time that, neither prayers, patience nor serenity to the supposed will of God will help her feed her hungry brood. She knows the power of money, she has learned that while she may expect mercy from God, she must not look for mercy from the shoe trust who discharged her husband because there was not sufficient profit in his labor power to keep him on the job. Money gives men and governments power, therefore, this is the reason that governments are more concerned with things which have a money value than they are with human beings. The breeding, feeding and burying of children is largely a domestic affair, everyone's business. Hence the irresponsibility for and the destruction of child life.

Freedom to Starve

The irresistible sex energy of the race pours its countless millions on the earth daily. Once here the struggle for existence begins. For most of these millions every avenue of life is closed, the only freedom which is their birthright is the freedom to slowly starve to death. The house or shack in which the masses of children are born are owned by a landlord, the milk necessary for both mother and child is controlled by the Milk Combine, the bread—the staff of life—by the Wheat Trust, and so on down the entire gamut of human existence. Everything needful from the cradle to the coffin is controlled and trustified so that this boasted liberty and freedom for which rivers of blood has been shed is but a myth and a dream—a myth and a dream, let us hope, to be realized, through the awakening masses.

The dreams of the philosophers of yesterday are the realities of the life to-day. Let us never forget this fact when we become despondent and impatient. More especially let us remember this truth when the pessimist comes along and says "You can't change things. The world was always like this. You never can change human nature". It's a long step from our barbarous ancestors who roamed as nomads over the plains to the college

latest discoveries in the scientific world.

55,000 Lives Given

Think of this! fifty-five thousand men, the flower of Canadian manhood, the strongest, the best, the most promising sons of the working class gave their lives with but one hope, that through their sacrifice and suffering Canada might be made a better place to live in. Ninety-five per cent of these boys came from working class homes, out from the loins of laboring men. They were nurtured on the breasts of working-class mothers and represent the fifty or sixty per cent of the children of the working class who grew up, not with the aid of a far seeing beneficent nation, but in spite of social forces, greed and corruption which a blind selfish individualistic government allowed to destroy from preventable causes. The other forty or fifty per cent died before they reached their fifth year.

This army of working class boys who brought glory and honor to Canada and the Empire, who beat the Huns and preserved "freedom, liberty and democracy" grew up to manhood, thanks not to a grateful government but through the sacrifice, intelligence and industry of the working people.

120,000 Babies Died

Canada lost during the war fifty-five thousand men on the battlefields of Europe but in the same time one hundred and twenty thousand Canadian born babies died, mostly through preventable causes, brought about through the Hun nearer home. While the German baby killers were busy in Europe, the baby killers in Canada were also busy. Those responsible for the high death rate are the people who hold the homes, playgrounds, milk butter, bread and staple foods out of the reach of the people, consequently there is nothing left for their children but sure death through impure milk, impure air, inefficient clothing, and all that goes to protect the life of childhood.

Child of No Value

I wonder would the government be allowed to sit complacently by if say thirty thousand calves and pigs died annually from preventable causes. I venture to say that every agency, including the pulpit, would be used to stem such a "national waste" and "financial loss", but live stock such as hogs, calves and colts have a money value and money is power. Children, the mere children of the working class, have no power therefore no value.

When this loss of child life is presented a sense of deep indignation is aroused in the average citizen. "What a cruel waste, what a crime against childhood". It surely is a horrible picture, an unanswerable indictment against our modern

Christian civilization. This is but half the picture. What about the thousand of mothers done to death bringing forth this human wreckage which merely clogs and poisons life's stream, robs women of months of health and activity and children of their mother's cares, often permanently, for what?

A National Crime

The waste of child life is appalling, but when added to the waste of motherhood it becomes a national crime and the greatest condemnation of our present political and industrial administration.

Thousands of women curse the day of their motherhood and thousands of babes lie, white-faced, anaemic, rickety, and slowly wasting away, awaiting the angel of death to release them from a life doomed to suffering and despair. These little ones are robbed of their fathers to fight for democracy abroad, and are unmercifully robbed of food and the necessities of life by the profiteers at home.

Think of this needless suffering in a land of plenty, because a few men are inordinately selfish and the many are appallingly ignorant and indifferent of their strength and power!

Never has the womanhood of this nation suffered more, never did they have greater cause for resentment and bitterness. The god of war claims their sons for the battlefields abroad and the gods of capital snatch their babes from their breasts at home.

Is this Nothing?

Is this nothing to the statesmen of this nation that thousands of mothers go down into the valley and shadow of death to bring forth these children, the men and women of the future; is it nothing that thousands of mothers must agonize in cold sweat as they watch their little ones pass out into the valley of the unknown when an act of parliament might have saved most of them? Is the suffering of parents, the health and flesh and blood of mothers and children not of more account than animals, machinery, franchises, banking charters and such like? Everything in the universe was made to serve man, not to enslave him and his children. This, our statesmen, our servants, must fully understand and be compelled to act accordingly.

Never in all the history of this nation have intelligent self respecting men and women had greater cause to blush for the misgovernment and petty grovelling of so-called statesmen, or greater provocation to rebel against greed and hypocrisy masking under the guise of patriotism. Politicians looting this land of its greatest treasures,

depriving children of their birth-right, home of its sanctity and security, mothers of their rights, and the masses of the people of the just rewards of their toil.

People Must Awaken

Wherein lies the remedy! In the people, not outside of them. In the people whose lives are most affected, whose children die for want of food, a place to grow and to play. Those who work and toil, but who are not represented in governments, these are the people who must awaken to their own loss and determine to mind their own business and place men and women of their own class to represent them, both in governments and on industrial and civic bodies. Surely it is evident on all sides that if the working people want anything done they must do it for themselves, organize intelligently and one hundred per cent on the industrial field, organize also on the political field. These two organizations are but the arms of one body and must work in unison.

There is need, a crying need for an infusion of intelligent democratic and humanitarian doctrines into our legislative assemblies. The institutions we were taught to believe in and look to for guidance and leadership are decadent, silent or worse, dead but not buried. With almost every issue of the press we read of another millionaire being added to the list of the enormous dividends being created out of the necessities of life, and in the same issue of the

ever-increasing infant mortality and the declining birth rate.

Through Organization

Only through complete organization of the people can liberty be achieved and poverty become a thing of the past. Then and only then will the people work to live, and not, as now, live to work, and produce profit power and life in abundance for a few who "do not toil neither do they spin" but who enjoy the fruits of the earth gathered and fed to them by an unthinking, dispossessed mass of men, women and children.

We must work so that the little children whose lives we are responsible for may enjoy the "fruit where we had but the thorn".

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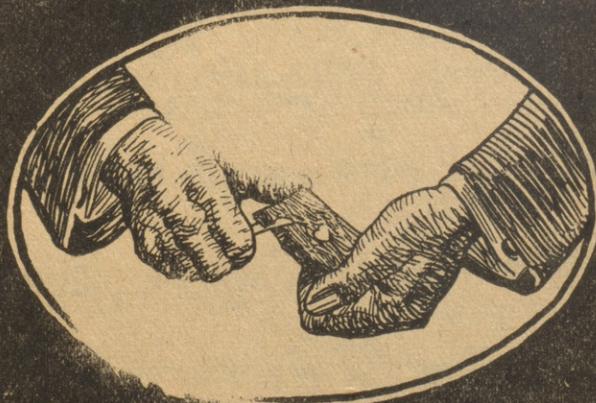
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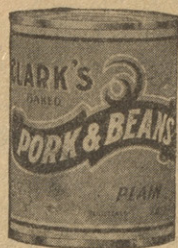
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